

landing speed, 30 m.p.h.; initial rate of climb, 450 ft./min.; range, 210 miles; price, £452 10s. Distributor: A. J. Walter, 37, Lancaster Close, St. Peterborough Place, London, W.2.

PORTERFIELD

FALLING between the recently popular ultra-light machines and the type of American private-owner "ship" for which the U.S. had previously been renowned, the Porterfield 35 is conventional and simple in layout. It is a strut-braced high-wing cabin monoplane with tandem seating arrangements. The normal power unit is the 70 h.p. Le Blond, but the Warner Scarab can be fitted, giving it a slightly improved performance. The figures below are for the Le Blond-engined version.

SPECIFICATION: Span, 32 ft.; length, 20 ft.; all-up weight, 1,310 lb.; weight empty, 813 lb.; maximum speed, 115 m.p.h.; cruising speed, 105 m.p.h.; landing speed, 40 m.p.h.; initial rate of climb, 600 ft./min.; range, 360 miles; price, £688 with lighting equipment. Distributors: Surrey Flying Services, Airport of London, Croydon, Surrey.

STINSON

OUTSIDE America it is probable that the Stinson Reliant is the most popular of that country's private-owner types, and some eight or ten have been sold in this country alone. These figures

may not appear high, but the machine is a comparatively expensive one, though it provides comfort and performance in full measure for its price. It is a luxuriously appointed four-seater strut-braced high-wing all-metal monoplane which may be obtained with a wide range of power units for different purposes and performances. In its more recent versions it has been fitted with a v.p. or c.s. airscrew and very effective flaps. The figures below are for the Reliant fitted with the 245 h.p. Lycoming engine and Lycoming Smith v.p. airscrews. Another model with a 225 h.p. Lycoming and fixed-pitch airscrew can be obtained in this country for £2,180.

SPECIFICATION: Span, 36 ft. 10 in.; length, 27 ft. 11 in.; all-up weight, 3,750 lb.; weight empty, 2,530 lb.; cruising speed, 143 m.p.h.; landing speed, 55 m.p.h.; initial rate of climb, 800 ft./min.; range, 400 miles; price, £2,675. Distributors: Brian Allen Aviation, Ltd., Airport of London, Croydon, Surrey.

TAYLORCRAFT

THE idea behind the manufacture of the Taylorcraft has been to provide as much luxury as possible in a really light machine selling for a modest price. Like the majority of American lightweights it is a strut-braced high-wing monoplane in which the occupants are seated side by side, and the big-machine-in-miniature appearance is accentuated by the provision of wheel aileron control.

The engine is a 40 h.p. Continental flat four.

SPECIFICATION: Span, 36 ft.; length, 22 ft.; all-up weight, 1,050 lb.; weight empty, 586 lb.; maximum speed, 91 m.p.h.; cruising speed, 80 m.p.h.; landing speed, 35 m.p.h.; initial rate of climb, 300 ft./min.; range, 230 miles; price, £465. Distributors: Prentice Air Services, Ipswich Airport, Suffolk.

V.E.F.

DURING last season a little Latvian monoplane came over here and put up a very good show in one or two competitions. Certainly its exceptionally clean design and finish made its performance with only 90 h.p. from a Cirrus Minor engine rather less extraordinary. The V.E.F., J.12 is now being sold in this country and examples will be available as soon as certain necessary but minor modifications have been carried out for compliance with British regulations. It is a low-wing cantilever monoplane with a transparent top over the two cockpits. The flaps are of the contour-changing variety and the ailerons are slotted.

SPECIFICATION: Span, 30 ft. 6 in.; length, 23 ft. 4 in.; all-up weight, 1,584 lb.; weight empty, 1,010 lb.; maximum speed, 149 m.p.h.; cruising speed, 128 m.p.h.; landing speed, 47 m.p.h.; range, 450 miles. Distributors: Rollason Aircraft Services, Airport of London, Croydon, Surrey.

CLOUSTON'S FINE FLIGHT

AFTER an unsuccessful attempt last month which ended in Turkey, with the machine slightly damaged, F./O. Arthur Clouston and Mr. Victor Ricketts left Gravesend at 8.17 p.m. on Tuesday, March 15, and landed at 4.57 a.m. G.M.T. at Blenheim, New Zealand, on Sunday.

Their time, which is an England-New Zealand record, was 4 days 8 hr. 7 min.

Clouston and Ricketts were unfortunate in not beating the Darwin record set up by Scott and Black in 1934 on the same De Havilland Comet. (The engines have since been changed). Their time was 7 hr. 38 min. over this record—52 hr. 30 min. Though the two performances are not strictly comparable, it is interesting to recall that Miss Jean Batten's solo flight, in a Vega Gull, was made in 11 days 1 hr. 25 min.

After leaving Basra on Wednesday at 4.42 p.m., they flew via Karachi, Allahabad and Calcutta; making for Singapore. However, owing to bad weather and shortage of fuel, a landing was made at Penang at 3.5 p.m. on Thursday, and Singapore was not reached until 7.45 p.m. From there to Darwin the weather was very bad.

Clouston and Ricketts took off from Darwin at 6 p.m. G.M.T. and

uneventfully reached Sydney prior to the Tasman Sea Crossing.

At 9.30 p.m. G.M.T. on Saturday, they took off again and reached Blenheim in 7 hr. 10 min. arriving at 4.36 local time with a large crowd to welcome them. It is interesting to compare their 7 hr. 10 min. with the 9 hr. 15 min. recently taken for the same crossing by the Short Empire Boat Centaurus. The Comet was up again at 10.2 a.m. G.M.T. on Monday, on its way back to London.

The Comet's equipment included:



Clouston and Ricketts in the famous Comet.

Instruments by Sperry, Smiths, Short and Mason, Reid and Sigris, and Record Electrical Company. Instrument panel by Essex Aero, Ltd. Controls by M.R.C., Ltd. Switches, lighting, etc., by Rotax. Landing light by Harley. Accumulator by Dagenite. Aircraft Components' undercarriage. Tyres and wheels by Dunlop. Brakes by Bendix. Steel tubing by Accles and Pollock. Timber by the London Plywood and Timber Company. Aluminium by the British Aluminium Corporation. Elektron by F. A. Hughes. Exhaust manifold material by Wiggin and Company. Finish by Cellon. Safety glass by Triplex and Splintex. Flexible enclosure by Rhodoid. Parachutes by Irvin. Moseley air bags. Gipsy-Six Series II engine with D.H. v.p. airscrews. Superflexit oil piping. Sparking plugs by K.L.G. Magneto by Euston Ignition Company. Oil by Wakefield. Fuel by Stanavo. Preparation of machine by Essex Aero, Ltd.